

DEVELOPMENT OF TRANSPORTATION IN UZBEKISTAN

*Abdurakhmanov K. Kh.*¹
*Shermuhamedov A.T.*²

¹²*Branch of Russian Economic University after G.V. Plekhanov in Tashk*

Abstract

In article we presented the problems of development of transportation in Uzbekistan

MAIN PART

Development of the Republic of Uzbekistan in modern conditions of globalization in many respects depends on degree of its integrity in the world economic community. Due to geographical location of the Republic the question of its integration in considerable degree depends on opportunity of short time delivery of outward and inward cargo at minimum loss of qualitative properties and at least cost. The growth of commercial production of the Republic, especially on issue of export-oriented goods, assigns to the transport complex great tasks. At beginning of analysis of the transport market it is necessary to analyze foreign trading in the Republic, which helps us to reveal tendency of development of the international transport. The main partners in the foreign trading of the Republic are Korea, its export ratio has made 6.4 % from total export in the Republic, on import - 17.7 %, the USA - export 4.2 %, import - 10.3 %, Switzerland - export - 9.3 %, import - 1.9 %, Germany - export - 1.8 %, import - 12.4 %, Great Britain - export - 9.6 %, import - 4.1 %, Turkey - export - 3.8 %, import 5.4 %, France - export - 1.8 %, import - 6.4 %.

In comparison with 2000 the export of machines and equipment is increased in 1.1 times, ferrous and non-ferrous metals in 2.5 times. At the same time export of provisions is decreased on 29.7 %. In structure of import of the republic the main capacity has import of machines and equipment - 41.2 %, the quota of chemical and plastic production has made 12.7 %, ferrous and non-ferrous metals - 10.9 %. The quota of provisions in import has made 10.8 %. In comparison with 2000 the importation capacity of

provisions in the republic has decreased on 6.18 %. In value terms the sum of export consignments for 2007 has made 3264.98 million US\$, or 51 % from the total foreign trade turn-over, import consignments - 3136.88 million US\$, or 49 %. In total the foreign trade turn-over of the Republic for 2007 has made 6401.8 million US\$, that makes 103.1 % to the same for 2000. The share of the trade turnover with West countries (developed countries of Europe and the USA) is high and has made for 2007 55 % and there is a tendency to increase. While with other countries the share of the trade turnover drops down.

From aforesaid it is possible to make conclusion that the transportation has a high rate with West countries. The given countries are located geographically rather far from our country, the transportation is carried out, depending on the consignment, by railway, automobile, and combined transport. At the same time the share of the combined transport prevails above other.

A container is shipped on a vessel in the port of New York and is bounded for the port of Rotterdam by direct voyage, where there is unloading/loading of passing containers and empty units, and updating of information about driven container. Then the vessel is bounded for the port of Riga, where the container is unloaded and after passing the customs and other formalities is bounded for destination point by railway or by truck vehicle. If the container is loaded on railway platform, then it is delivered 'up to door' by truck also. The transport systems of the given countries are not coinciding in some items, which make transportation more complicated, and cause additional charges. For example, the countries - participants of

the EU give important attention to the ecological aspects of transport vehicles (level of exhaust gases, level of soundless, etc.) Our transport vehicles don't meet their requirements. It is one of the reasons that our carriers are compelled to take the consignment up to join stations and ports (not to the final point). The important element of logistic systems is the choice of transport type. In 2000 770.7 million ton of cargo is transported by all types of transport of the Republic at freight turnover 55.9 billion ton-km. For 2007 volume of the consignment traffic in the Republic by types of transport are characterized by the table 1.

The greatest weight in cargo transportation in the Republic has motor vehicle transport (86.4 %). Cargo transportation by other types of transport makes 13.6 %. Cargo transportation by railway transport in 2001 has decreased against the level of 2000 on 1.8 % and have made 41.6 million ton.

Alongside with growth of freight turnover for the last years the total size of the transported cargo (tab. 2.) was reduced.

It is necessary to note that fact, that for all types of transport, exception for pipeline, the size of freight turnover has decreased considerably or has stayed on a former level (see tab. -4.). Growth of freight turnover by pipeline is result of activity and development of pipeline transportation.

Alongside with it, the significant increase of volume of cargo transportation by means of air transport observed for the last years, objectively testifies expansion of scale and geography of foreign economic relations of the Republic. At the same time, it is necessary to notice difficulty in development of land types of transport, in particular on departure to the neighbor Asian states. Requirement of continuous support of foreign trade activity by transportation service puts forward in agenda the problem of creation of own park of transport aircraft from modern models of the Tashkent air industry corporation.

Table 1. Volume of the consignment traffic for 2007

Type of transport	2010	in % to 2000
Cargo forwarded, million ton		
Railway	51.620	98.2
Vehicle	965.900	96.3
Air	0.007	52.6
In total	967.527	96.9

Source: Revue Uzbekiston Temir Yollari, 2000-2007

Table 2 General characteristics of the transportation network of Uzbekistan for 1998-2010*

	1998	1999	2000	2010
Sent cargo (million tone)	832.7	813.5	795.1	967.527
Freight turnover (billion t/km)	44.5	49.9	55.0	95.9

*The table is made on the basis of data from the section "Transport and communication" of the digest of annual statistical information "Socio-economic condition of the Republic of Uzbekistan" for 1998-2010.

Table 3 Volumes of cargo transportation in the Republic of Uzbekistan
by types of transport for 1998-2010*

Type of transport	1998	1999	2000	2010
Railway (million tone)	49.0	41.2	42.4	91.5
Automobile (million tone)	756.8	728.9	691.4	1665.7
Pipeline (million tone)	33.8	41.7	61.3	83.5
By air (million tone)	20.7	15.8	15.2	60.9

*The table is made on the basis of data from the section "Transport and communication" of the digest of annual statistical information "Socio-economic condition of the Republic of Uzbekistan" for 1998-2010 years.

Table 4. Freight turnover in Uzbekistan
by types of transport for 1998 – 2007 (billion t/km)*

Type of transport	1998	1999	2000	2010
The railway (million tone)	15.7	13.9	15.4	45.7
Automobile (million tone)	10.6	10.0	8.8	12.0
The pipeline (million tone)	18.0	21.9	30.7	53.1
Air (million tone)	0.14	0.1	0.12	1.12

*The table is made on the basis of data from the section "Transport and communication" of the digest of annual statistical information "Socio-economic condition of the Republic of Uzbekistan" for 1998-2010.

For today the airports of Tashkent, Samarkand and Termez conform to requirements of the 1C AO and included into the class of international airports. After reconstruction in 1997 the airports of Bukhara and Urgench also have acquired the status of international airports. To bring the on-land air technical base to complete conformity with international requests, development of air terminals of Tashkent, Andijan, Nukus, Termez, Karshi, Fergana is planned by their expansion, and also by construction of new air terminals, landing strips, hotels and cargo warehouses. Besides, it is important in the near future to begin stage by stage construction of the modern international airports in Uchkuduk and near to the city of Tashkent. Large significance in development of the transport infrastructure has marine and river transport. Formation on water territories

of the States of Commonwealth of material and technical basis taking into account changes and factors arising in the global freight market may play important part in acquisition by Uzbekistan of own marine transport. Significance of the river transport of the Republic will have territorial character in the future permanently; however in separate regions of coast of Amu Darya this type of transport will remain irreplaceable. One of urgent problems of development of the transport infrastructure is re-equipment of the park of transport facilities. Because solution of given question by purchase of transport facilities in foreign states and firms requires large means. Therefore it would be expedient to achieve further intensification of development in the Republic of transport mechanical engineering, in particular, of motor industry. Decrease of costs of production

circulation made in various branches of the national economy requires gradual transition to using of modern container technologies, that would create great opportunities for drastic reduction of losses in cargo transportation, reduction of idleness of transport facilities, cargo handling for clients in places of shipment, shipment of the cargo in adjoining points from one type of transport to other. For this purpose it is necessary to establish in the Republic production of large-tonnage (20- and 40-foot), average and small containers, packages, special lifts, and also facilities for cargo loading and transportation corresponding to international requests. Solution of urgent problems of containerization of cargo transportation in all types of transport provides intensive development of terminal base for modern processing of containers in the Republic. As a whole, development of transport infrastructure in the country should be directed on correspondence of optimum structure of tariffs of cargo carriers of various kinds of property, and also transport facilities of various organizations to requirements of the market, on maintenance of potential of transport highways adequate to requirements of the market economy and global standards. By realization of these problems the republic gradually will take a worthy place at the center of transcontinental Eurasian transport corridors, and Uzbekistan and its managing subjects will acquire opportunity of using of advantages in this area. However for today existing transportation networks are not enough for realization of these advantages. And this, in turn, is the problem related to level of economic development only. In our opinion, so inefficient use of increased day-to-day resources of transportation network is connected, first of all, to retention of obsolete administrative structures. Here it is fair to cite the report of the President of Republic of Uzbekistan on obstacles created by practice of

using of obsolete command-administrative methods for processes of liberalization and development, which he has spoke on the meeting devoted to results of first half of 2002. In the market of transportation service of the Republic the services in cargo transport-forwarding is offered by more than 50 big companies now. Greatest volume of transportation is carried out by the companies GE "Uzbekdjeldorekspeditsia", GJSC "Uzvneshtrans", Uzbek-Swiss JV "Shoshtrans", Uzbek-American JV "Flight", Uzbek-Russian JV "Transturkiston", JV "InterCargoService", and etc. GE "Uzbekdjeldorekspeditsia" and Uzbek-Swiss JV "Shoshtrans" are the main in the market of carload shipment. On container carriages the main are JV "Shoshtrans", Maersk Sealand, Ibrakom F.Z.E., Multimodal Transport Equipment GmbH, Allied Logistics Ltd. In the market of airline transportation of foreign trade cargo the companies JV "Airleasing", JV "InterCargoService", JV "Transcontinental" are in the lead. In the market of vehicle transportation of foreign trade cargo the great volumes is carried out by GJSC MAP "Urta Osyo Trans", JSC "V.K. Trans", Association Caravan-sarai "Arkbulok", Uzbek-Russian-Austrian JV "Cameo", etc. Now 5 organizations in the Republic directly participate in settlement of the transport complex of country. They accordingly by types of transport are: IJSC "Gosavianadzor", "Agency of automobile and river transport of Uzbekistan", "Uzbek State Railway Inspectorate", "Air ways of Uzbekistan " and GJSC "Railroads of Uzbekistan". The activity of these organizations frequently bears fiscal character.

REFERENCES

- Trunov L. Direction to activity EurAZES // magazine " Russian justice ", 2003, №2.
www.tamojnia.ru